The Framing Architecture School
A Re-Territorializing Approach of Pedagogy

The Asignifying Affordance of Assemblage | A Heuristic of the Energetics of the Exteriority of Relations

TU Delft Faculty of Architecture | DSD Graduation project 2012-13
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introduction
analysis
urban design
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reflections
introduction

Architecture is an expanded field
Rotterdam
Hofpleinlijn

Insulinestraat and Veurstraat
1 October 1908

Inauguration of the Viaduct Hofplein

Construction of the Railway Viaduct Hofpleinlijn as part of the Hofpleinlijn connecting Rotterdam with The Hague.

The 1.9 km long viaduct was originally designed as an open structure out of reinforced concrete by the engineer A.C.C.G. van Hemert in 1902. It entailed the first electrified railway line in the Netherlands.

Hofplein Viaduct at Vijverhofstraat
Spaces under the arches are used for storage or as small shops and cafés.

Station ZHESM (1906-1940), Art Nouveau building in which the famous café Loos a central role, architect J.P. Stick Wzn
Hofpleinlijn

history

14 May 1940
Destruction during Rotterdam Blitz
Hofpleinlijn

History

1956
Hofplein Station [-1990] at former location of ZHESM designed by the architect Sybold van Ravesteyn

Benweg Station designed by the architect Sybold van Ravesteyn
Hofpleinlijn history

Demolition of the Hofplein station as result of major infrastructural change

Designation of the entire Viaduct including both the flyover and the Hofplein Station as a national monument

- 17 August 2010 Permanent closing of the Hofplein station
- 14 May 2011 Demolition of the Hofpleinlijn on the A20 for the extension of the driveway

- February 2006 Purchase of the viaduct by four housing corporations [City Living, Vesta, PWS and Com.Wonen] from the Dutch Railways
- 3 May 2006 Use of the Hofplein discontinued for conversion of the Hofpleinlijn to Randstand Rail
- 10 September 2006 Reopening of the Hofpleinlijn as a temporary station on line E

181 remaining arches ranging from 6.4 to 7.6 m out of which only 57 are in use, while 8 windows are preserved as they were originally designed in 1905 by Anton Hamaker
Hofpleinlijn

history

Design of the top of the viaduct as public space with varied cultural and educational programs but with a thorough route for walkers

Rendering of the Hofplein Station by Maxwan

Restoration of the façade in order to revert to the transparency, in line though with the preserved monumental parts

Renderings by Atelier Kempe Thill
Rotterdam

universities

architecture related activities
Rotterdam
universities
architecture related activities
international architecture offices
Rotterdam
universities
architecture related activities
international
architecture offices
cultural activities
Rotterdam

universities
architecture related activities
international architecture offices
cultural activities
Hofpleinlijn | delimited between an imposing start and an abrupt end
Hofpleinlijn | embedded in the urban landscape
Berweg station | abandoned modern construction
post--office | Buig je over Boogjes
Mini Mall | Hofplein station
analysis

A territory of obstacles is a sphere of potentialities
morphology of the city
Hofpleinlijn
land use

used 40%
not used 60%
commerce 15% | offices 10% | culture 3% | entertainment 5% | education 7%
Hofpleinlijn
arc edges
arc views

- closed wall edge 52%
- semi-open wall edge 18%
- open storefront edge 22%
- public artwork 6%
- monumental facade 2%
sun path

June 21st, 12pm

Equinox, 12pm

December 21st, 12pm
urban design

The architecture of engagement aims to affect and be affected
program built-up

upper level

ground level

proposed

existing

not used  used  proposed architecture school
<table>
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<tr>
<th>Existing/New Structure</th>
<th>Open/Closed Structure</th>
<th>Public Route/Architecture School</th>
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ground level
geometry

The synchronicity of the Parts composes the Whole
structure and materiality

- metal structure
- additional program
- existing concrete
- shelter for the school
- railway gravel
- planting medium
- wooden deck
- public promenade
- ground level storefront
- covered public corridor
- terrazzo paving
- interior space
- wooden floor
- glass facade
- ground level storefront
- glass floor
- public promenade | storefront for the school

interior space
arch unit
arch unit
monumental facade
arch unit
partition rules
arch unit
additional partition
arch unit
additional storefront
architectural scenes

The design is about **difference and repetition**
- in active dialogue between the adaptation to the extant niche
  and the construction of something new.
detail 3
facade fragment 1
facade fragment 2
Within the diverse urban context, the minimum archetypical object is incorporated as part of the city.
details

detail 8
detail 9
detail 10
detail 10
detail 11
fragment 2

The non-space in between the surroundings and the Architecture School becomes a potential element for expansion.
The ending point of the Luchtsingel augments the character of the public promenade of the high line.
fragment 4
The big scale cognitive intervention suggests the continuity of the School, accommodating the main public affordances.
reflections